

POLITICAL.

From the Jackson (Tenn.) Telegraph.

I will now introduce to the reader's acquaintance Mr. Henry Clay, and such documentary evidence as is convenient to show the part he has played from his outset in public life, down to the period of 1820. Upon the great question of Abolitionism, it seems that this man was tainted strongly with this doctrine before he reached the years of manhood. In Prentiss' life of Clay, it is represented that in the year 1778, when Mr. Clay was but 21 years old, he greatly distinguished himself in Kentucky, as the champion of the abolition party. A State Constitution was about to be formed—a small party was in favor of excluding slavery in the State. Mr. Clay headed this party—made many stump speeches, wrote many publications, and used his utmost exertions to elect men to the Convention friendly to his object. I read this biography of Mr. Clay many years ago, and speak from recollection only. This book was written by his devoted friend, Prentiss, of the Louisville paper, and it is supposed underwent Mr. Clay's correction.

But there are three other Biographical Sketches of Mr. Clay's life before me. I will copy such passages as relate to this subject. Miss Martineau, the celebrated English traveler in the United States, wrote a history of her travels, and has inserted in it the Biography of Van Buren, Webster, Calhoun and Clay, upon a limited scale. Mr. Clay seems to be the favorite. She begins this with him: "He is the son of a Virginia Clergyman, and born in 1777. After studying law, he settled in Lexington, Kentucky, and strove in vain for the abolition of Slavery in that State." See the American edition of the London and Westminster review for January, 1838, page 559. This book has an extensive circulation in Europe and America—it is noticed in the reviews of both countries. Mr. Clay or his friends have never denied this charge.

In Alexander's Philadelphia Messenger, of the 18th April, 1833, an excellent Biography of Mr. Clay is given. Upon the subject of abolition, the author says of Mr. Clay, that "In 1798, he took a prominent part in the discussion relative to the formation of a Constitution for his adopted State. His main object was to prevent slavery. In this he failed, although his speeches at public meetings on the occasion, done much to raise him in public estimation as a promising and talented statesman."

In the National Portrait Gallery for 1834 there is an extended Biography of Mr. Clay. The author says "In 1798, when the people of Kentucky were preparing to frame a Constitution for the State, a plan was proposed for the gradual emancipation of slaves. Mr. Clay zealously exerted his talents in favor of it. He wrote for the Journals, and declaimed at the public meetings, but his efforts failed of success."

These four several biographical accounts all agreeing as to the facts stated, I suppose they will be disputed by nobody. He used his mighty eloquence upon the stumps, to abolish slavery in Kentucky. The question was hotly contested, but his party got defeated, right or wrong; he left no exertion untried.

And writing in favor of it, he refused to sign a memorial upon the same subject, precisely, when urged by his own constituents. We will now take a view of Mr. Clay's course in Congress upon the subject of the far famed Missouri restriction. He has been eulogized by some for the compromise of that question in the Congress of the U. States; with what propriety we shall shortly see. In the Constitution of the United States, Article the third, Section third, there is the following provision, to wit: "New States may be admitted by Congress into this Union." Which should of course be upon an equal footing with all the old States, and the same privileges.

I ask what was the constitutional right of Missouri under this provision? Every State in the Union, at the adoption of the Constitution, was a slave-holding State, and did actually hold slaves. Is there one man in America (not an abolitionist) who will contend that if Missouri had a right to come into the Union with the same privileges as the original States that Mr. Clay had any right to compromise away their constitution rights, and say that no State north of latitude 36° 30', should hold slaves. Yet Mr. Clay directly in opposition to the above clause in the Constitution, did compromise away the rights of all States which may or have come into the Union, north of that line. He had as much right to compromise away the rights of the States South of that line, as north of it. What right had they to except Missouri from the line compromised upon? This brings the subject respecting Mr. Clay, and Mr. Van Buren, down to the date of the Missouri question, which is a convenient resting place for the first No. In the next I will bring up the public transactions of those gentlemen upon the subject of Abolition, to the present time, when some precious documents will be disclosed to the view of the public.

A SUBSCRIBER.

From the Georgetown Union.

MR. WEBSTER'S RESOLUTION.—The Federal papers are making a great noise about this resolution, and are almost frantic with ecstasy, because it repeals, they say, the "Specie Circular." We have examined the resolution carefully, and attentively read the debates on the subject, and we cannot discover wherein it repeals the Specie Circular. It will be recollected that the Specie Circular was neither more nor less, than a requisition that the public lands should be offered in Specie—the constitutional currency of the United States—and was silent as to the medium in which the revenue arising from the customs and other sources should be paid. The Specie Circular made a discrimination between the medium of payment for public lands, and the medium in which other duties might be paid, and all that Mr. Webster's resolution does is, to do away with this discrimination, and to require that the Secretary of the Treasury shall not make any general order which shall create any difference between the different branches of the revenue as to the money or medium of payment in which debts or dues accruing to the United States may be paid. This does not repeal, but rather avails the Specie Circular. It does not prohibit the issuing of an order re-

quiring the payment of dues to the United States to be made in specie, but only that no distinction shall be made in the medium in which dues shall be paid, whether those dues accrue from the sales of public lands or from the customs. In other words, that if the land merchant is required to pay in specie too. How such a resolution can be considered a repeal of the Specie Circular, is to us an enigma; and the pretension by the Federal papers that this resolution does, or was even intended, to repeal the Specie Circular, is a gross deception practiced upon the credulity of the people.

Want of intelligence among the people, is a favorite axiom with the Federalists, and has been since the foundation of the Government; but the present fraudulent attempt to impose a deception on the country, will prove, we think, that while the Federal-Bank Whigs are knaves, the people are not fools.

OPINIONS OF THE BANK.

Gen. Washington, in a letter to Mr. Stone of Maryland, says: "I do not scruple to declare, that if I had a voice in your Legislature, it would have been given decidedly against a paper emission, upon the general principle of its inutility as a representative of coin, or the necessity for it as a medium."

In another letter to Thomas Jefferson, Washington calls the paper system "foolish and wicked." In another letter, he says, "I have never heard, and I hope I never shall hear, any serious mention of a paper currency in the State. I do verily believe that the greatest foes we have in the world could not devise a more effectual plan for ruining Virginia."

Mr. Jefferson was, if possible, still more hostile to paper money, than Gen. Washington; and he avows in his writings "that his hostility was strengthened by every year's reflection and experience."

Mr. Madison, in the 44th number of the Federalist, one of his acknowledged productions, in a long article on the subject of the currency, has this passage:

"In addition to these persuasive considerations, it may be observed, that the same reasons which show the necessity of denying to the States the power of regulating coin, prove with equal force, that they ought not to be at liberty to substitute a paper medium in the place of coin."

Patrick Henry represented paper money, "as a nefarious plan of speculation."

Dr. Witherspoon was a powerful opponent to the paper money system, and ridiculed the idea that "Banks made money more plentiful." He compared all such attempts, to increase the currency "to pouring water into a jar of oil, when, as he said, the oil would run away, and the water remain."

Luther Martin, of Maryland, says that the majority of the convention that formed the Constitution of the United States, "were so smitten with the paper money dread" that they negatively every proposition to permit either the States, or the General Government to emit bills of credit, by a vote of nine States to two.

Daniel Webster, the godlike—whose authority the Whigs cannot, and the Conservatives dare not impeach, says, "The most fertilizing the rich man's field, by the sweat of the poor man's brow, is the State banking system."

Henry Clay, "the available" who is as high an authority with the Whig and Conservative coalition, as the "godlike" himself, said in 1811, when opposing the renewal of the banking charter:

"What is a corporation, such as the Bill contemplates? It is a splendid association of favored individuals taken from the mass of society, and vested with exemption, and surrounded with immunities and privileges. Where is the limitation upon this power to set up corporations? You establish one in the heart of a State, the basis of whose capital is money. You may erect others whose capital shall consist of land, slaves, personal estates, and thus THE WHOLE PROPERTY WITHIN THE JURISDICTION OF A STATE MIGHT BE ABSORBED BY THESE POLITICAL BODIES. The existing bank contends that it is above the powers of the State to tax it, and if this pretension be well founded, it is in the power of Congress, by chartering companies, to dry up all the sources of the State revenue."

From the Boston Free Press & Advocate.

PEA STRAW.—Senator Niles, in his reply to Mr. Clay's remarks on presenting U. S. Bank petitions the other day, used an apt illustration, which applies to all the game makers and cronies. Mr. Clay is famous for letting off electioneering squibs whenever he can get an audience. You may see him, any morning, turn his eye to the gallery, and if it is well filled, out comes a petition from his pocket or desk, which are always provided with this sort of ammunition, and off goes a tirade against the Administration, a lamentation at hard times, and a glorification of the bank. The Whig Reporters and letter writers take notes never to be written out, and off go the most extravagant eulogiums upon the wonderful speech made by Mr. Clay; so wonderful that nobody will undertake to put it on paper. The other morning, when Mr. Clay delivered his customary prelude on the U. S. Bank, Mr. Niles told a good story.

He said that whenever a memorial was introduced on that subject, and on almost all other occasions, it made little difference what he had an eloquent and flourishing harangue from the Senator, about the Bank or a Bank, whose praises were daily sung, and in the same high key. He had heard this favorite tune of the gentleman so often, that it reminded him of what he lately read in a daily paper, (he hoped the Senator would not think he meant any offensive comparison,) of a negro fiddler, who was very proud of his skill, and constantly displaying it, yet could play but a single tune, a "Pea Straw." When any one asked him to try his hand, he promptly replied, "Very well, sir; will mass please have 'Pea Straw' and immediately struck up the old tune. Now, sir, the honorable Senator is very much in the same condition. He seems to have but one tune; and although he plays that very skillfully, yet, as we hear it so often, and on all occasions it is not surprising that we become a little tired of it. The mind likes variety; and whilst we admire the musical powers of the Senator, most

of us would be better pleased if he would occasionally give us something besides the old Bank tune of Pea Straw, or Straw.

Domestic News.

Office of the Wilmington Advertiser, June 18, 1838.

Heart-Rending Catastrophe!

LOSS OF THE STEAM SHIP PULASKI. With a Crew of 37, and 150 or 160 passengers. On Thursday the 14th inst. the steamer Pulaski, Capt. Dubois, left Charleston for Baltimore with about 150 passengers, of whom about 50 were ladies.

At about 11 o'clock on the same night, while off the coast of North Carolina, say 30 miles from land, weather moderate and night dark—the starboard boiler exploded and the vessel was lost with all the passengers and crew, except those whose names are enumerated among the saved in a list to be found below.

We have gathered the following facts from the late issue, Mr. Hibbert, who had charge of the boat at the time. Mr. Hibbert states that at 10 o'clock, at night, he was called to the command of the boat, and that he was pacing the promenade deck, in front of the Steerage house. "I then found myself shortly after on the main deck, lying between the mast and side of the boat."

"That upon the return of consciousness, I had a confused idea of having heard an explosion, something like that of gunpowder, immediately before he discovered himself in his then situation. He was induced, therefore, to rise and walk aft, where he discovered that the boat amidsts was blown entirely to pieces; that the head of the starboard boiler was blown out, and the top torn open; that the timbers and planks on the starboard side were forced asunder, and that the boat took in water whenever she rolled that direction. He became immediately aware of the horrors of his situation, and the danger of letting the passengers know that the boat was sinking, before lowering the small boats. Upon dropping the boat, he was asked his object, and he replied that it was to pass around the Steamer to ascertain her condition. Before doing this, however, he took in a couple of men. He ordered the other boats to be lowered, and two were shortly put into the water, but they leaked so much in consequence of their long exposure to the sun, that one of them sunk after a fruitless attempt to bail her.

He had in the interim taken several from the water till the number made ten. In the other boat about there were eleven. While they were making a fruitless attempt to bail the small boat, the Pulaski went down with a tremendous crash—in about 41 minutes after the explosion. Both boats insisted upon Mr. Hibbert's directing their course to the shore, but he resisted their remonstrances; replying that he would not abandon the spot till daylight. At about 8 o'clock in the morning, they started in the midst of the wallings of the hopeless beings who were floating around in every direction, upon pieces of the wreck, to seek land which was about 30 miles distant. After pulling about 13 hours, the persons in both boats became tired and insisted that Mr. Hibbert should direct them to the coast and to enter some one of its numerous inlets; but he was at length forced to yield to the general desire, and to attempt a landing on the beach, a little east of Stump Inlet. He advised Mr. Cooper, of Ga. who had command of the other boat, and a couple of ladies, with two children under his charge, to wait until his boat had first landed, as he apprehended much danger in the attempt, and should they succeed they might assist him, and the ladies and children.

There were eleven persons in the mate's boat, (having taken two black women from Mr. Cooper's.) Of these, two passengers, one of the crew, and the 2 negro women were drowned, and 6 gained the shore. After waiting for a signal, which he received from the mate, Mr. Cooper and his companions landed in about three hours after the first boat, in safety. They then proceeded a short distance across Stump Sound, to Mr. Redd's, of Onslow county, where they remained from Friday evening until Sunday morning, and then started for Wilmington. The mate and two passengers reached here this morning, (18th June) about 9 o'clock.

Thus have we hurriedly sketched the most painful catastrophe that has ever occurred upon the American coast. Youth, age, and infancy have here been cut off in a single night, and found a common death under the same billow.

"Days, months, years and ages will circle away, And still the vast waters will cover their roll."

We have never seen a deeper sensation pervade our community than the reception of this intelligence has produced. The profound sympathy is engraved on every countenance, all wear the aspect of those sorrowing for their own dead. We feel assured that all feel an anxious solicitude to alleviate the distress of those unfortunate survivors who may come among us, and vehicles have already been sent out to bring them into our town, and provision made for their reception.

PASSENGERS WHO LEFT CHARLESTON.—Mrs. Nightingale and servant, Mrs. Fraser and child, Mrs. Wilkins and child, Mrs. Mackay, child and servant, Miss A. Parkman, Miss C. Parkman, Miss A. Parkman, Mrs. Hutchinson, two children and servant, Mrs. Lamar, Miss R. Lamar, Miss M. Lamar, Miss R. S. Lamar, Miss E. Lamar, Mrs. Dunham, Mrs. Cummings and servant, Mrs. Stewart and servant, Mrs. Worr, Mrs. Taylor, Mrs. Wagner, child and servant, Miss Drayton, Mrs. Pringle, child and nurse, Mrs. Pringle, Mrs. Murray, Miss Murray, Mrs. Britt, Miss (leah), Mrs. Rutledge, Miss Rutledge, Miss Rutledge, Mrs. H. S. Ball, nurse, child and servant, Miss T. B. Ball, nurse, child and servant, Mrs. Leding and child, Miss Mikell, Mrs. Coy and child, Miss Clarke, Mrs. B. F. Smith, Mrs. N. Smith, Mrs. Gregory, Mrs. Davis, Mrs. Hubbard, Mrs. Merritt, Miss Greenwood, General Heath, Colonel Dunham, Major Twigg, Judge Rochester, Judge Cammatt, Rev. E. Crots, Rev. Mr. Murray, Dr. Stewart, Dr. Cumming, Dr. Williams, Messrs. S. B. Parkman, G. B. Lamar, G. Lamar, W. Lamar, T. Lamar, R. Hutchinson, R. Brower, L. Livermore, B. W. Fossick, H. Eldridge, C. Ward, G. Huntington, J. H. Cooper, H. B. Nichols, L. Bird, A. Lovejoy, W. B. Foster, J. L. Wort, C. Hud-

son, W. A. Stewart, D. Ash, A. Hamilton, S. Miller, R. W. Pooler, Sen. R. W. Pooler, Jr., W. C. N. Swift, A. Burns, H. N. Carter, Pringle, Rutledge, H. S. Ball, Longworth, F. M. Res, T. C. Rowand, Edings, R. Seabrook, S. Keith, G. W. Coy, T. Whaley, W. Whaley, O. Gregory, N. Smith, B. F. Smith, G. Y. Davis, R. D. Walker, E. W. James, Hubbard, J. Auze, Bennett, C.ifton, Merritt, Evans, Greenwood and Freeman.

Passengers saved in the two yachts.

Mrs. P. M. Nightingale, servant & child, of Cumberland Island.

Mrs. W. Fraser and child, St. Simons, Georgia.

J. H. Couper, Glynn, Ga.

P. W. Pooler, Savannah, Ga.

Capt. Pooler, Sen.

Wm. Robertson, Savannah, Ga.

Elias L. Barney, North Carolina.

Solomon.

S. Hibbert, 1st mate Pulaski.

W. C. N. Swift, New Bedford.

Z. A. Zeuchenberg, Munich.

Charles B. Tappan, N. York.

Gideon B. West, New Bedford, Boat-swan.

B. Brown, of Norfolk, Steward.

Persons drowned in landing.

Mr. Bird, of Bryan county, Ga.

An old gentleman from Buffalo, N. Y., and recently from Pensacola.

A young man, name unknown.

Jenny, a colored woman.

Priscilla, a colored woman, stewardess.

From the Charleston Mercury, June 20.

ANOTHER HORRIBLE STEAM BOAT DISASTER.—By the Steam packet North Carolina, Capt. Ivy, arrived yesterday morning, we have received a slip from the office of the Wilmington Advertiser, containing the melancholy particulars of the loss of the Steamer packet Pulaski, on her trip from this port to Baltimore.

We despair of finding words to express the feelings excited by the unpinning account of the loss of lives in the Pulaski. Charleston has suffered severely, but from Savannah the very flower of the city, the elite of its society has been taken. On the receipt of the news, and during the day here, yesterday, great excitement prevailed among our citizens, and the liveliest sympathy was expressed for the calamity which has fallen upon our sister city of the South, the chief sufferer by this dreadful visitation. We have heard various causes assigned for the disaster, such as the want of water in the boiler at the time—maladjustment of the boiler, &c., but we have been informed that the boiler and all the works of the Pulaski were of the best description—and the engineer eminent in his department. The Captain we well know was one of the most vigilant and true commanders in the business. We have no doubt, therefore, the competition with the other type of Baltimore packets, and running against time, was the true source of the calamity. We learn that Professor Davis, in a recent lecture, predicted an explosion from the excess of steam used on board the boats between this city and Baltimore.

The shipping in port have displayed their colors at half mast on the melancholy occasion.

The following is a list of the passengers.

Miss Rutledge, Miss Pringle, Miss Trappier, Miss Drayton, and Miss Clark.

Mr. T. P. Rutledge and Lady.

Mr. and Mrs. H. S. Ball, nurse and child.

Mr. Edward J. Pongle and Lady.

Mr. B. F. Smith and Lady.

Mr. and Mrs. Coy and child.

Messrs. Thomas E. Rowand, Robert D. Walker and Master T. Dowrie.

The following are the names of the Officers as far as we could learn.—Capt. W. Dubois, J. Pearson, Sailing Master, W. Kienan, engineer, P. Cannon, Ast. Dr. The names of the crew could not be ascertained.

OFFICE OF THE FAYETTEVILLE OBSERVER, June 21st, 1838.

By the Wilmington mail just arrived, we have the great gratification of learning, from our attentive correspondent, and by this story—three more of the passengers and crew of the unfortunate Pulaski, have been saved, making fifty-nine in all.

A part of the wreck, to which 23 persons clung after the boat went to pieces, was taken in with on Tuesday morning, at 9 o'clock, by the Mr. Henry Cameron, an exhausted sufferer taken off, after having been in that situation four days and five nights, without food or water, and exposed to the broiling sun, with no other covering than their night clothes. These persons having informed the Capt. of the H. C. that they had seen another part of the wreck early that morning, he bore down in the direction designated, and in about an hour fell in with and rescued seven persons, among them two ladies. The H. C. then bore away for Wilmington, where she arrived the same afternoon. The unfortunate beings, thus rescued from the jaws of death, were so reduced that they had to be carried ashore in the arms of the citizens, whose hospitality, were thrown open for their reception. The following are their names:

A. Lovejoy, Condon Co. Geo.

Maj. Heath, Baltimore.

Maj. Wiggs and son, Richmond, Ga.

Mr. Greenwood, Augusta, Ga.

Samuel Bryley, Talbott County, Md.

Owen Gallagher.

All are said to be like to live.

We regret not to find the name of Judge Cameron in the above list, though he may be among those not arrived in Wilmington from the N. Inlet, for whom carriages were yesterday despatched from Wilmington.

Seven persons died on one of the pieces of the wreck the day before they were taken in with, among them the Rev. Mr. Worr and lady, of the Episcopal Church.

The hinder part of the stern, after the boat parted, contained 50 or 60 persons, mostly women and children. The persons saved saw this go down. Of course all were lost.

Some of the persons rescued charge the accident as the result of gross negligence—the blow-cock had been left open, and the boilers emptied and hot, the frightened Engineer suddenly filled them with water, and the explosion was the immediate result.

OFFICE OF THE WILMINGTON ADVERTISER, June 30, 1838.—1 p. m.

Further particulars of the loss of the steam packet Pulaski, on the night of the 14th June.

We think it highly important to state in the first place, that gentlemen of unquestionable characters and judgement concur in saying the fatal explosion was caused by gross negligence on the part of those who had the direction of the machinery. Solomon, a black waiter on board, who had once been a fireman, states—That a little after 11 o'clock, as he turned from the fire-room, he heard the 2d Engineer, who was on duty, turn the water-cock, and from the shrill whistle which ensued, he knew that the water had gotten too low, and that there was imminent danger. Mr. Couper, Mr. Levejoy, and others, give it as their opinion, that the blow-cock had been negligently left open—that the boilers had been emptied, which alarmed the Engineer, and caused him, in his fright, to fill them suddenly with fresh water. The boiler being heated to redness, this body of water was instantly converted into steam, with an expansive force which the sides of the boilers were too feeble to resist. It is further positively stated, that during the whole passage, within twenty minutes of the catastrophe, the steam gauge-cock indicated from 27 to 29 inches of steam. The facts which immediately followed, are given correctly by Mr. Hibbert, as published in our extra of the 18th, until it reaches the statement of the sinking. This was not the case, but she parted in three pieces.

In the breaking up, the whole boat went under water, but upon the separation of the keel from the upper part of the boat, the bow and stern emerged again. Very shortly after the forward portion of the boat were 50 to 60 persons more than two-thirds of whom were ladies and children. This continued within the view of those passengers upon the bow of the boat, (from whom this statement is made,) about one hour, when it entirely disappeared. The keel after its separation came to the surface bottom upwards, when it floated in immediate contact with the bow for a half hour when it was seen no more. There was no one upon this fragment.

We will now proceed to speak of the bow. Upon this portion of the wreck there were originally 18. All immediately proceeded to lighten their fragment, by throwing into the sea every thing not necessary to sea, or salvation, which gave it greater buoyancy. On Friday about 12 o'clock, while floating upon the ocean two sails were seen, one in a N. Easterly direction, and the other in a S. Westerly direction, about 5 or 6 miles distant. On Saturday morning early, a portion of the wreck was discovered, about 5 miles distant, with a small sail and flag flying; this remnant made a successful attempt to reach those upon the bow, whom they joined about noon. They were five in number; they attached themselves immediately to their fellow-sufferers upon the bow, whose number they swelled to 23, and abandoned their raft.

The 23 then proceeded to erect a jury mast, upon which a square sail was hoisted—the wind continuing to blow from the S. E. (in which quarter it had been ever since the wreck,) they were blown two or three miles, which became visible about 4 o'clock P. M. At sunset quite a strip of land was seen and trees discovered. The night was passed without any material change, and on Sunday morning, upon the occasional lifting of fog, land was quite apparent, which they continued to approach until they got within a half of a mile. The wind which had been gradually coming round, settled down to N. E. about 11 o'clock, which blew the wreck along the coast, about the same distance from land during the day. The wind gradually increased in violence, and the rain poured down during the whole of Sunday, until 5 o'clock, when it became calm and the rain ceased. On Monday it was clear and quite calm. At 12 o'clock that day, the wind blew a light breeze from the S. W.

About 4 o'clock four vessels passed within three miles steering East.

On Tuesday morning about sunrise the scho. Henry Cameron, Capt. Davis, was seen about 5 miles off in an easterly direction. She continued to near until within 3 miles, when the exhausted sufferers were discovered, she then immediately squared sails and tore down to the wreck, which she spoke about half past 8 o'clock A. M. She then passed by, and anchored within a short distance. Capt. D. lowered his boats immediately and succeeded in transferring the whole of the sufferers to his vessel, where every proper comfort, at his command, was humanely furnished these unfortunate beings. Intelligence was given by these that they had seen another portion of the wreck during the whole of the preceding day, and early that morning.—The Captain immediately bore down in the direction designated (easterly) and in about an hour came up to it; from this he had the gratification of rescuing Mrs. Noah Smith and Miss Rebecca Lam, r. Charles Lamar, two gentlemen and two negro women, in an exhausted and worn out condition. This work of humanity being finished, Captain Davis bore away immediately for Wilmington, where he arrived about 7 o'clock on Tuesday, P. M. To attempt to describe the feelings of these thirty persons towards their preserver, Capt. Davis—the sympathy of the crowd assembled at the landing—or the mingled emotions of those companions in misery who had been separated, and here met again in safety, though in suf-

fering—time does not allow, nor is human language adequate.

P. S. Since writing the above we have received the following additional intelligence: Thirteen persons saved, among them Mr. Lamar. They reached shore near New River Inlet. Mr. Lamar and several others came ashore in a boat; the others on fragments of the wreck. Five are said to be near town, 12 miles. All are said to be likely to live. Two of these have just arrived.

Samuel Bryley, Talbott Co. Md.

Owen Gallagher.

The only other names of this party known, are Andrew Stephens, G. B. Lamar, G. Y. Davis, two gentlemen from N. York, Mr. Bennett, of Missouri, Lieut. Thornton, U. S. A. B. W. Fossick, Savannah, Ga. Mr. Merritt, Augusta, Ga.

We can only add that fifty-nine souls in all have escaped a watery grave, of whom 45 have already arrived in this community, all of whom it is hoped and believed will be again restored to their anxious friends.

It should be stated, in justice to Mr. Kitchen, the Chief Engineer of the Pulaski, that he was not in charge of the engine at the explosion. It was the watch of Mr. Cannon, the second engineer. We make this statement in justice to Mr. Kitchen, and to those on whose recommendation he had been engaged for the boat. Whatever responsibility, rests upon the engineer department, must be borne by the officer on duty. The vigilance, caution and experience of the Captain, the tried ability and known good character of the Chief Engineer, seemed to insure the public against all the common accidents of mismanaged steam, and yet, in a quiet open sea, this boat was shattered into fragments, and its freight of human life scattered hopelessly on the waters! Where the blame should rest, or what were the exact causes of an event so improbable, ought of course be ascertained as soon as possible. We leave it to the proper authorities to decide and satisfy the public anxiety.—Charleston Mercury.

From the Charleston Courier, June 10.

ROBERTS OF THE EXPRESS MAIL.—On Saturday night last, between 10 and 11 o'clock, the Express Mail, having the charge of the Express Mail, was stopped, about 40 miles from the city, by two men on horseback, ordered to dismount, and being taken a short distance from the road, was bound to a tree, with the reins of his horse, and strips of his own clothing. The mail bag was then cut open by the robbers, and the letters were taken out and rifled of their contents. The boy, after remaining bound about an hour, succeeded in releasing himself by his own exertions, and alarmed some of the inhabitants in the vicinity, who, after a search, found the bag and the letters in a mutilated condition, and the same were returned to this post office yesterday.

We obtained these particulars from the rider, who came down yesterday afternoon, and the account is confirmed by a letter, received by one of our citizens. We understand that the Post Master has received letters giving more complete details, which he declines making public.

We are surprised that any person or persons should be so entirely ignorant of the regulations adopted by the Department in the transportation of the Express Mail, as to suppose that available funds would be transmitted in that way, when it has been repeatedly published that money cannot be sent by that conveyance. Drafts or Bills of Exchange, payable to order, and therefore unavailable to any but the rightful owners, are all that could be at any time obtained by the robbers—and for them to risk the possibility of being compelled to take life, and the almost certainty of detection, (in which case their own lives must pay the forfeit) when there is no possible chance of gain, argues the height of ignorant folly.

GREENVILLE JUNE 15.

MURDER.—We understand that Larkin Bramlett was killed, in the upper part of Laurens District, on the 7th inst, by Hiram Halcomb. It is said that Halcomb's dogs were in Bramlett's field (they being neighbors) and that the deceased was in the act of driving them on with dogs, when Halcomb shot him, which caused his death in a few moments. Halcomb made his escape, and had not been apprehended on the 10th, at which time our informant's letter was dated. We refrain from giving any further particulars, as the case is a proper one for the Judicial tribunals of the country. Mr. Bramlett left a wife and five children to lament the termination of this dreadful tragedy.—Mountaineer.

From the Alabama Intelligencer.

LARGE RATTLE SNAKE.—The following letter gives a description of one of the largest snakes, of the kind ever found in this State. The size, however, is not more remarkable, than the fact that it had swallowed a Fox. We have frequently heard that snakes possess a strange and extraordinary power of paralyzing or charming various animals on which they prey. They have been known to swallow rabbits, squirrels, birds and other things that could have made their escape with the greatest ease. A Fox is known to be very watchful and fleet, and certainly could avoid being captured by a snake, unless he was disabled in some way. It is possible that the rattle snake, like the Anaconda, has the power of emitting a nauseating miasma, which, when inhaled by the animals on which they prey, produces such a sickening and paralyzing effect, that they are incapable of making any resistance.

PERRY COUNTY, May 17, 1838.

Mr. Bradford, Dear Sir:—Yesterday my overseer with the aid of several negroes, killed, I presume, the largest Rattle Snake that has ever been seen in Alabama. It measured 13 feet and 1-2 inches in length, and 3 feet 10 and 5 inches in circumference around its belly—which, however, was larger than usual, for upon skinning it, we found it had swallowed a Fox entirely whole. It weighed 73 pounds. I have the skin preparing to present to our University Museum.

THOMAS BIRDSONG, Jr.

Post Offices have been established at Calhoun, Anderson District, and Plain, Greenville District S. C. and J. P. Reid and Jesse S. Cook, respectively appointed Post Masters, Paul W. Connor has been appointed Post Master, at Cokesbury, Abbeville District, S. C.